

KING EDWARD VII.
CHOICE LIQUEUR
SCOTCH WHISKY
PER DOZEN ... \$20.00
SOLE AGENTS—
H. PRICE & CO.
12, Queen's Road.

Hongkong Daily Press.

ESTABLISHED 1857.

"GRAND PRIX" PARIS 1904
The Highest Possible Award.
JOSEPH GILLOTT'S PENS.
Of Highest Quality, and having
Greatest Durability are there-
fore CHEAPEST.
The Only Award Chicago, 1893.

No. 13,840 號十第百千壹萬第 日伍十式月陸年十二緒光 HONGKONG, TUESDAY, JULY 29TH, 1902. 式拜禮 號及十式月陸年式零百九仟壹英港香 PRICE, \$21 PER MONTH

SANDEMAN'S
AUSTRALIAN
CLARETS
AND
HOCKS
SOLE AGENTS—

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY. [a1545]

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine Old Highland Whisky,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents.
SIEMSEN & CO.
Hongkong, 1st January, 1901. [a47]

CUTLER, PALMER
& CO.'S

Price \$11.25 PER DOZEN

Net
Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO., Hongkong. [a45]
HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.	
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 10 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 p.m.	Every 10 minutes.
12.00 p.m. to 12.30 p.m.	Every 15 minutes.
12.30 p.m. to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 2.00 p.m.	Every 10 minutes.
2.00 p.m. to 2.30 p.m.	Every 15 minutes.
2.30 p.m. to 3.00 p.m.	Every 10 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 10 minutes.
4.00 p.m. to 4.30 p.m.	Every 15 minutes.
4.30 p.m. to 5.00 p.m.	Every 10 minutes.
5.00 p.m. to 5.30 p.m.	Every 15 minutes.
5.30 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 6.30 p.m.	Every 15 minutes.
6.30 p.m. to 7.00 p.m.	Every 10 minutes.
7.00 p.m. to 7.30 p.m.	Every 15 minutes.
NIGHT CARS.	
4.5 p.m. to 9.45 p.m.	very 1 hour.
SATURDAYS.	
Extra cars at 11.30 p.m. and 11.45 p.m.	
SPECIAL CARS by arrangement at the Com- pany's Office, 38 & 40, Queen's Road Central.	
JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st October, 1901. [a992]	

VICTORIA
CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a First-class Machine, and the above
Establishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Repairs executed with promptitude and skill.
Enamelling & Repainting.
W. S. BAILEY & CO.
48 & 50, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901. [a998]

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.
\$5.50 per sack of 37½ lbs. net ex Factory.
\$3.50 per Bag of 250 lbs.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 7th June, 1902. [a1805]

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES.
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1901. [a4]

CARTRIDGES! CARTRIDGES!
JUST LANDED A NEW STOCK of
BLEY'S and KYNOL'S SPORT-
ING CARTRIDGES and NEWCASTLE
CHILLED SHOT.

20 BORE CARTRIDGES
12 " " " " " "
10 " " " " " "
8 " " " " " "
WM. SCHMIDT & CO.
General Manager.
Hongkong, 3rd January, 1901. [a15]

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.
SIEMSEN & CO.
SOLE AGENTS.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
\$23.75 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

IMPERIAL BRANDY
\$12 PER CASE.

THE ELITE OF WHISKY—
THE "PALL MALL,"

\$21 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,

\$11.25 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS THEY ARE UNEQUALLED AT THE PRICE

AGENTS—**SIEMSEN & CO., HONGKONG.** [a45]

LANE, CRAWFORD & CO.

NEW GOODS.

BATHING DRESSES AND DRAWERS,

A.S.A. SWIMMING COSTUMES,

BATH ROBES,

BATH BLANKETS,

BATH TOWELS,

THIN TROPICAL BLANKETS,

&c., &c., &c.

LANE, CRAWFORD & CO. [a34]

JUST RECEIVED A NEW CONSIGNMENT OF

SPARKLING CHAMPAGNE CIDER

PER CASE OF 1 DOZEN QUARTS—\$7.50

DELICIOUS DRINK FOR THE HOT WEATHER.

Apply to—

G. GIRAULT.

W. S. BAILEY & CO.

ENGINEERS, SHIPBUILDERS, BOILER MAKERS AND BLACKSMITHS.

BRASS AND IRON FOUNDERS.

COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS.

TUGS AND FAST STEAM LAUNCHES.

PUMPS, PACKINGS, GENERAL STORES AND ENGINEERS' TOOLS OF

EVERY DESCRIPTION.

OFFICES & SALES-ROOMS, ENGINE & SHIPBUILDING WORKS,

60 & 62, DES VŒUX ROAD CENTRAL.

W. S. BAILEY, M.L.M.E. E. O. MURPHY, WH. SO. A.L.M.E.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.

PLANS, SPECIFICATIONS AND TENDERS.

CONSULTING AND SUPERINTENDING ENGINEERS AND SURVEYORS.

W. BREWER & CO.

23 & 25, QUEEN'S ROAD.

EX ENGLISH MAIL.

When Love Flies Out the Window, by

Merrick

Diet: In Relation to Age and Activity,

by Dr. Thomson

Shelley's Poems; Very Choice Leather

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

ALE, BEER AND STOUT IMPORTERS.

AGENTS FOR

THE AQUARIUS COMPANY'S
TABLE WATERS. [a36]

15, Queen's Road,
Hongkong, 22nd July, 1902.

THE SUN IS SHINING

AND

SALES ARE IN FULL SWING

FRUIT SYRUPS.

LIME FRUIT JUICE. LIME FRUIT CORDIAL.

FRUIT TABLETS.

PERFUMERY. DISINFECTANTS.

SPONGES.

PEACH BLOSSOM SOAP. CHAMPAGNE BITTERS.

WATKINS. LIMITED. [a3]

COTTAM & CO. JUST RECEIVED.

STRAW HATS (ALL SIZES).

SNOW'S CELEBRATED AMERICAN BOOTS AND SHOES

FOR SUMMER WEAR. [a37]

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GRAPHIC

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG. [a48]

NOTICE.

WE have this day been appointed

AGENTS FOR HONGKONG

for the

TAIWAN STONE AND SHELL LIME

FACTORY, MACAU.

These Limes have been tested by experts, and

found to be superior to any other found

in CHINA. All houses should be lime-washed

with this Lime. It gives an odour of sweetness

and kills vermin. It is a decided check on

plague and other pestilential diseases, and it is

invaluable for building purposes, having been

tested and found to give 60 to 70 lbs. to the

square inch breaking strength.

Orders will be received and testimonials can

be seen and prices quoted on application to

C. E. WARREN & CO.,

30, Des Vœux Road Central.

Hongkong, 18th June, 1902. [1697]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.

Absolutely Smokeless and Water-resisting

The Best NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES—

Loaded with With Powder

Powder only. and 1 oz. of Shot

Primrose Cases ... \$8.25

Pegamot Cases ... 6.85

Ejector Brass Cases ... 7.50

5 per cent. discount on orders of 1,000 and over.

Apply to—

WM. SCHMIDT & CO.,

Guns-makers, Hongkong.

Hongkong, 3rd July, 1902. [1639]

PURE FILTERED HIGH-

CLASS AERATED WATERS

THE best obtainable. As prepared in

MARTELL'S

BRANDIES

ARE KNOWN ALL OVER

THE WORLD.

SOLE AGENTS—

H. PRICE & CO.,

12, Queen's Road.

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and

Smoking Rooms.

Dining Accommodation for 250 persons

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wine and Groceries imported specially from

Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by

machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGE MODERATE. [a48]

THE
PEAK HOTEL.

Admirably Situated. Sheltered from the

North-East Monsoon and Open to the South-

West Monsoon.

A COVERED GANGWAY LEADS

FROM THE TRAMWAY TERMINUS

INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUNDRELL STREET. [a930]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the

Tram Terminus.

Tel. 56.

For Terms, apply to the

MANAGER.

Hongkong, 2nd July, 1900. [a52]

THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 45 Bed-

rooms, elegantly furnished.

The Hotel is situated near all the Banks and

Principal Offices in the Colony.

Special Attention paid to the Comfort of

Guests.

Cuisine excellent; under Experienced Man-

agement.

Terms Moderate.

E. D'A. SILVA, Manager.

Hongkong, 23rd May, 1902. [a51]

"BOA VISTA"
(HOTEL SANITARIUM) OF SOUTH
MACAO

HAS been re-opened under European

management and most strict supervision

as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of

a few days rest and quiet.

Comfortable accommodation for travellers

paying a visit to the historical and picturesque

INTIMATION

A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per 12	Per 24
ST. ESTEPHE, ...	Qts.	Pts.
ST. JULIEN, ...	\$7.20	\$7.80
LA ROSE, ...	9.00	9.60
CHATEAU HAUT	12.00	12.20
BRION LARIVET, ...	18.00	19.20
CHATEAU MOUTON		
DARMAILHACQ, ...	21.00	22.80
CHATEAU PONTET		
CARNET, ...	25.00	
CHATEAU LA TOUR		
CARNET, ...	30.00	
CHATEAU RAUZAN, ...	42.00	
CHATEAU LAPITE, ...	48.00	

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

CHATEAU LA TOUR CARNET,
CHATEAU RAUZAN AND
CHATEAU LAPITE

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor for publication, but no evidence of good faith. All letters for publication should be written on one side of the paper only.

No communications should be inserted already appearing in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.H.O. 6th Ed. Lieber's

P.O. Box, 33. Telephone No. 12

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 29th July, 1902.

The statement telegraphed by REUTER as having been made by the Times correspondent at Peking, to the effect that "China had agreed to abolish *tekin* dues throughout the Empire in return for an increase in the import and export duties," is, we fancy, a little premature or a little vague. It is conceivable that China would not be averse to abolish *tekin* in return for permission to impose a substantial addition on the import and export duties. It would be so easy, in the opinion of the Chinese official, to bury *tekin* and renegeate the tax under another plausible-sounding name. A tax by any other name would smell just as fragrant to the mandarin: he could therefore concede the name and conserve the game, by levying a war-tax in place of the *tekin*. It was no doubt in reference to the reported acceptance of this proposal that on the 19th inst. Lord Lansdowne, speaking in the House of Peers, said that he had received from Sir JAMES MACKEY a hopeful proposal which promised to prove a basis for the arrangement of this question, but before accepting this proposal the Government would consult the best authorities both in Great Britain and China. As we remarked at the time, this was a very sound and prudent step. Too much enquiry or too much consideration could hardly be given to this question. It has many sides and bristles with difficulties on each. Were it possible to accept Chinese pledges or to repose the slightest confidence in Chinese assurances, then the path of the diplomatist would be greatly smoothed; but seeing that the Celestial Government only enters into Treaties as a means of pacifying insistent Western demands, with a set design to minimise all the concessions or conditions as far as possible by any means short of actual force,

it is a perilous and thankless task to attempt to bring it to terms. It is difficult indeed, at the moment, to suggest any form of guarantee the Peking Government could be made to give that would prevent it from lightly creating a new tax to take the place of the obnoxious *tekin*. In the salt and opium-barriers, which it has not been proposed by foreigners to abolish, they would have all the requisite machinery for the collection of a new duty, which would at once take the place of *tekin* and possibly prove even more troublesome. If it be for one moment supposed that the existing Chinese Government is one whit more scrupulous, one degree more civilised than that which for forty years continuously and unblushingly violated the stipulations of the Treaty of Tientsin, why then it will be well to dispel this illusion, to banish this idle dream. The Chinese as a people or as a Government do not progress; they will not even advance along the line of least resistance if it be at all apparent that such advance in any way commits, or is calculated to commit, them to a change in the habits, customs, or policy to which they have adhered for the last two thousand years. Those persons who cherish the idea that sooner or later the Chinese will march willingly and determinedly along the path of progress as the Japanese have done will, we think, be undeceived at length, and the sooner the better. There is no desire for change of any kind in China, and all the changes effected are entirely, or almost entirely, the result of external pressure. And most immutable of all things, we think, in China will prove the policy of its rulers. The same weapons of dissimulation and procrastination which have answered so well in the past in dealing with the benighted foreigner will be used again and again. Having served so well during past intercourse with foreign Powers, what need, they will ask, to change their tactics? To promise and not to perform; to give contracts to the greediest and keep all the Powers competing for their favours; to cringe to-day and be insolent to-morrow, when a supporter has been found, in return for a fancied concession: these will be the tactics of the Government of Peking, and it may be well, therefore, if such a thing be possible, to get the terms of the new commercial agreement laid down with a precision that will at least afford no pretext for the evasion that will surely be attempted.

The visitors to the City Hall Library last week were 277—214 non-Chinese and 63 Chinese.

The Hongkong Polo Club ground at Causeway Bay, having been closed for a month, will be re-opened for play on Friday, the 1st prox.

There will not be any band performance on the New Parade Ground to-morrow, owing to that date having been fixed for the opening of the King's Park.

The Officers of the Kowloon Garrison, are holding a gymkhana meeting in the Happy Valley on Thursday evening next, as will be seen from a notice in another column. An interesting programme has been arranged, the events including a "leading" race, polo, scurry, ladies' nomination races (two), a sailing race, Fleet and Garrison race, sports race, and a tent-pegging competition.

The amount of compensation due to private individuals who have suffered in connection with the North China disturbance still remaining unpaid, the Japan Foreign Trade Society considers the delay in the payment of the compensation money to be a great hindrance to Japan's trade with China, and has decided to appoint a committee to consider what steps should be taken in the matter.

The non-commissioned officers and men belonging to the Yokosuka Naval Station have presented a pair of vases to the British cruiser *Etchipe*. The vases stand a foot high, are made of copper and are inlaid with gold and silver, representing a cherry-tree in full bloom, while the British and Japanese flags appear on the upper part. The inscription on the vase is as follows:—"Presented to H.M. ship *Etchipe* on the 1st June, 1902, with the kind regards of the non-commissioned officers and men of the Yokosuka Naval Station."

The inclement weather did not mar a very interesting event which took place in St. John's Cathedral yesterday afternoon, when Dr. Leigh Norris, of H.M.S. *Tamar*, was married to Miss Dyeon, who arrived in the *Catherine* from Singapore. A large number of Naval people were present, and the bride looked very charming. Lieut. R. Corbett, R.N., was the best man, Dr. Canton, R.N., gave the bride away, and the Rev. E. H. Good, M.A., the Naval Chaplain, officiated. Mr. A. G. Ward presided at the organ, and the happy pair left the church to the familiar strains of the Wedding March and in the delay of rain which awaited them. The reception was held on the *Tamar*, and among those present were Commanders and Mrs. Robinson and Deputy Medical Inspector-General W. B. Drew. The bride and bridegroom were rowed in the Admiral's pleasure-boat, which carried a slipper on the engine—to the *Heungshen*, in which they left for Macao. The *Catherine* speedily crossed ship for the occasion.

An interesting account of an interview with Sir Henry Spencer Barkley, Attorney-General of Hongkong, will be found on page 4.

It is announced from Tientsin that the Provisional Government will end on the 15th prox., and the *Ostasiatische Lloyd* adds that the city will be restored to Yuan Shikai, who will be present personally on the 15th August.

The local agents of the *Ostasiatische Handels-Gesellschaft* inform us that they are in receipt of a wire from Lloyd's agent at Lubeck, dated 27th inst., reading as follows:—"S.S. *Adelheid* is a total wreck. Captain arrived here this afternoon."

It is stated that the Governor-General of the Amur district proposes to open an exhibition on a large scale in Manchuria with the object of encouraging the sale of Russian goods in that country, the import of which is at present very poor.

The Russian Grand Duke Boris Vladimirovitch left Yokohama on the O. & O. s.s. *Coptic* at noon on the 15th inst. for San Francisco, via Honolulu. He will stay at San Francisco for several days, and then will proceed to Washington by way of Chicago, Boston, and New York.

A *Times* Mercury special telegram of the 23rd inst. says:—"The *Times* Rome correspondent telegraphs that Lord Lansdowne's recent speech has not pleased the Italian official world. King Victor Emmanuel's statement on the subject that the speech indicated a disapproval in Great Britain of Italian ambitions in Tripoli."

A Seoul telegram to the *Osaka Asahi*, says that the negotiations which were in progress between the Japanese Minister and the Korean Government regarding the proposed station at Seoul for the Seoul-Fusan railway have been brought to a conclusion. Japan is to obtain 22,000 *trabo* of land outside the South Gate at Seoul.

A telegram, dated the 16th inst., from Peking, states that insurgents have risen in revolt at Tungwha-cheng, in the Shingking division of Manchuria. The Shingking General sent troops for the suppression of the rising, but these were attacked by the insurgents on the way, and 8,000 rifle-cartridges, which it is stated had been supplied by the Russian troops, were seized by the insurgents.

A telegram to Japan from Peking informs of a constant interchange of communications between Russia and China in regard to the evacuation of Manchuria by the Russian troops. The despatch comments on the fact that Russia seems in no hurry to bring this about. What then is to be made of Count Cassini's "assurance" to Washington?

The *Kobe Herald* says:—"The vernacular papers report that a big loach measuring about two feet and resembling a snake in shape was washed out of a water-works tap at the residence of Kajiwara Shintaro, Nakayamadori, Sanchohno. The loach was immediately sent to the Water-Works Department. Evidently the Japan papers want to inaugurate a silly season. The story of a two-foot loach begins at least one foot nine inches too soon. But this weather is enough to put anybody off his head."

From statistics compiled by the Japanese Government, the trade between New South Wales and Japan continues to grow. The value of imports from New South Wales, which stood at 40,857 yen in 1896, rose to 122,041 yen in 1900, and a corresponding increase was observed in the exports from Japan, the value of which was 35,523 yen in 1896 and 133,980 yen in 1900. The principal exports from Japan to Australia are rice, strawbraid, *hobbit* silk, silk-handkerchiefs, porcelain, matting, bamboo work, rugs and sulphur.

A telegram to the *Shanghai Times*, dated Port Arthur, 23rd July, says:—"Owing to the rigid sanitary measures enforced by the authorities, this port has hitherto enjoyed an immunity from the scourge now visiting Shanghai and other places in China. Unhappily one or two suspicious cases have come to light, and while no official announcement has been made, it is feared and currently reported that cholera has broken out. If these reports are confirmed there will be considerable delay and inconvenience in regard to mails and steamers."

Two new lines of steamers have been established in Japan for the immediate connection of Northern Japan with the Russian East Asiatic coast, says the *Ostasiatische Lloyd*. The port of departure for the first time in Moji, and the ports of call are Hamada, Sakai, Niisa, Tsuruga, Vladivostok, Nampo, Fushiki, Ebino, Nigata, Hakodate, Otaru, Kureakow, Gomen, and Pusan. The port of departure for the second line is Otaru and the head of this line is to call at Hakodate, Ebino, Nigata, Fushiki, Nampo, Tsuruga, Vladivostok, Niisa, Sakai, Moji, Fusan and Kureakow. The lines will receive from the Japanese Government an annual subsidy of 140,000 yen. Each line maintains one steamer of 1,600 tons, capable of taking 1,400 tons of cargo and the speed is to be ten knots per hour. The steamer at the first mentioned line is to do five and the one of the second line four voyages a year.

THE ENGLISH MAIL.

The P. & O. s.s. *Chawan*, with the English mail of the 4th inst. left Singapore on Sunday at 10 a.m., and may be expected here on Friday, at about 8 a.m. Replies are due to correspondents despatched on 2nd ult.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FAR EASTERN AFFAIRS.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 28th July, 5.11 p.m.

A NEW APPOINTMENT.

An Imperial Decree, dated the 27th instant, appoints Ching Chio Imperial High Commissioner of Commerce.

ACCIDENT TO THE "CITY OF PEKING."

It is telegraphed from Kobe that the s.s. *City of Peking* has broken her thrust-shaft and block and has anchored at Inabaru in the Inland Sea of Japan.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 28th July, 10.10 a.m.

M. DOUMER IN RUSSIA.

M. Doumer is on a visit to Russia with the intention of submitting to the Tsar and the heads of the Russian naval and military departments his views on the Franco-Russian situation in the Far East.

THE QUESTION OF MARCUS ISLAND.

The *New York Tribune* and *Sun* discuss from an unfavourable point of view Captain Roschill's claim to Marcus Island. The *Standard's* correspondent says that the disposition is plain on the part of the United States to avoid all contention with Japan.

MOVEMENTS OF DISTINGUISHED VISITORS TO EUROPE.

Count Matsukata has visited Count Lamsdorff.

Prince Tsai Chen has departed for home via America.

REUTER'S SERVICE.

LONDON, 28th July.

THE NEXT BUDGET.

Sir Michael Hicks-Beach speaking at the Mansion House, said that the next Budget should bring a very considerable remission of taxation, and that the first tax to be considered would unquestionably be the Income tax.

THE CHOLERA IN EGYPT.

There were 118 deaths from cholera in Cairo on Thursday.

THE HEALTH OF HONGKONG.

The cases of communicable disease in the Colony last week were:—Plague 33 (Chinese, 23 in Victoria), with 29 deaths; cholera 8 (1 European, 1 Japanese, 6 Chinese); with 7 deaths; enteric fever 1 (European).

During the two days which ended at noon yesterday, 13 fresh cases of plague all but 2 fatal, were reported. One European died at the Colonial Hotel, Jubilee Street, and the other cases being Chinese. The European was a man named Frank Horn, formerly a prison-warden and subsequently employed at the Stag Hotel. Bodies were found in Second Street, Circular Pathway, and To Yan Street, near the Canton Wharf, and on the hillside at Sham Shin Po, while a live sufferer was found in the road at First Street.

The year's figures now reach 600 cases (5 Europeans, 476 Chinese, 19 other Asiatics) and 484 deaths (3 Europeans, 466 Chinese, 15 other Asiatics).

THE WEATHER.

Following upon the gale of the previous night, the weather yesterday morning was calm. The Harbour, however, maintained its deserted appearance during the day, the native craft and launches not venturing to leave their places of refuge in face of the continued typhoon warnings. Rain fell more or less all day and in the evening very heavily. Sailings of steamers were delayed in some cases. Incoming vessels reported heavy weather outside. The outward French mail, s.s. *Polignien*, did not put in her expected appearance, and the departure of the homeward French mail, s.s. *Annam*, was postponed until this afternoon.

The following typhoon warnings were issued from Hongkong Observatory yesterday:—On the 27th at 5 p.m.—Black drum hoisted. At 9.30 p.m.—Typhoon S.E. of Hongkong probably moving W.N.W. Strong N.E. gale expected. Gale fired. On the 28th at 10.50 a.m.—Typhoon S.E. of Hongkong, probably moving N.W. and likely to enter the coast between Hongkong and Swatow. The gale will probably be from N.W. to S.W. Barometer nearly half an inch below normal, and still falling in Hongkong; rising in Formosa and over the Philippines. 4 p.m.—Typhoon E. of Hongkong and about to enter the coast.

CABLES INTERRUPTED.

Last evening the Joint Telegraph Companies issued the following notices:—Owing to the interruption of the Amoy-Shanghai cable, there will be delay on messages to and from North China and Japan. Owing to the typhoon, communications with Foochow by landline is totally interrupted. Telegrams are being sent to Sharp Peak, to be forwarded to Foochow by boat when the weather improves.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

CHINESE STOWAWAYS TO THE PHILIPPINES.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 28th July.

SIR,—The correspondence published in your Friday's issue in connection with the complexity of the Chinese crews in helping the stowaways on board the steamers plying between Hongkong and the Philippine ports, and the admission therein by one of the leading firms that they are the victims of the treachery of their own servants, on whose mercy they hang in this matter, suggests to my mind a remedy which if adopted would tend to do away with the evil now complained of, and if the Government refuses to adopt the drastic measure which the local Chamber of Commerce very rightly advocates. The employment of Indian lascars crews in place of Chinese crews on board these steamers by way of trial would put a stop to any wilful connivance on the part of the crew in these criminal proceedings, and if the evil is thus successfully checked, it will open a large field for the employment of the Indian lascars on board the British steamers running on the China coast, where so much trouble is caused to the owners of the vessels by frequent attempts at smuggling of opium and other commodities which detected, as witnesses the recent seizures of opium on board the steamers at Saigon and Bangkok. As to the fitness of the Indian lascars to do the work in place of the Chinese crew there can be no question whatever. Instead of having a gang of dishonest, unscrupulous, and faithless plotters to whom the interest of their employers is as nothing when there is a fair prospect of making a few silver coins by unfair means, the ship owners will have in the Indian lascars an honest, faithful, sober, and brave crew, British born loyal to their very core to the British throne, and every high worth the salt they consume of their employers, as is evident from the high value put on their services by such premier shipping companies as the P. & O. and Oriental and British India Steam Navigation Co's., not to speak of their employment in the Royal Indian Marine by the government of India, the Bombay and Persia Steam Navigation Company, and various other lines running from Indian ports to Europe and Africa. I thoroughly imbued with the idea that his employers are his *ma bap* or mother and father, as I have frequently heard him call the P. & O. and B.I.S.N. Co's, the simple-minded lascars refrain from doing anything for his private gain that will do the least injury to the interest of his employers. These lascars can be divided into two classes, viz. those that come from Goga, Bhavnagar, Daman, Bhugva, Dandi, and other maritime towns on the coast of Gujarat and Kathiawar, and those that come from Cochin, all in the Bombay Presidency, and they all have their headquarters in Bombay. They are all Mahomedans, and being followers of Islam, they don't touch any wine, in strict obedience to the religious injunction propounded by the Holy Prophet of Arabia. The lascars employed on board the P. & O. steamers are all from the coast of Gujarat and Kathiawar, and from what I have ascertained from some of them they all sign at Bombay for one year, receiving 20 rupees per month, the company providing them with raw rations daily, as owing to their religious scruples they don't eat any meat that is not killed and dressed by a Mahomedan, nor do they ever touch pork, lard, or anything connected with pigs. They go to any part of the world where their "*ma bap*" would like to send them. The same may be said of the Cochin or lascars from the Cochin district, a few types of whom can be seen on board the Royal Indian Marine steamer *Clive* now in our harbour.

I earnestly commend the experiment to the serious attention of the shipping companies interested in this matter, for just as our brave Sikhs, and Punjabis are utilized for police and watchman's duty all over the East, not only by the British Government, but to a certain extent even by the foreign governments, so will the advent of the Indian lascars crew in the Eastern waters be a boon to reckon with, and will act as a wholesome deterrent to the Chinese crews and their secret galleys and societies, of which fortunately the Indian lascars are blissfully ignorant. During the recent labour troubles in Manila, and especially when the cigar operatives demanded exorbitant terms from the cigar factories, and even went on an organized strike, the idea of importing trained cigar operatives from the Manila Presidency was suggested by me to one or two of the leading factories in the cigar industry of Trichinopoly, is now making rapid strides under skillful European training and guidance, and there is no lack of trained operatives in India. The idea was readily accepted, but the doubt was expressed whether the United States Government would consent to a colony of foreign labourers being planted on their soil, and also whether the Philippine natives would not revolt at the idea, and use violence and bloodshed to cast these intruders. The question was not pursued any further, nor were the promoters of this novel idea afforded much time to sound the United States Government on the subject, as the Philippine operative soon woke up to a sense of the injury he was doing to his national industry by passing forward his valuable demands at a time when Japan, the Hawaiian Islands, and even Australia had closed their doors against them by imposing heavy duties on cigars, and when the trade was at a very flourishing condition. The strike has therefore ended, but if foreigners bring in countries owing foreign money were willing and ready to seek help in line of their own industry, which may well be, without the aid of the Government, the disaster of the genuine British

Crews, why should the Britishers not avail themselves of the ready-made forces placed within their easy reach, and shake themselves free from the conspiracy of "silly against six" as one of the shipping companies so effectively puts it?—Yours, etc.

D. S. DADY BURJOE.

THE FORTHCOMING RACE MEETING.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 27th July.

SIR,—I was very glad to see a letter from "Yehanna" in your issue of Saturday last, and I quite agree with all he says as to the desirability of knowing as soon as possible what the programme for the next race meeting is going to be. I also agree with what he says as to the desirability of encouraging owners to take an intelligent interest in racing, and that owners should be encouraged to keep ponies over with a view to racing them again, and the reasonableness of the argument that those owners who do not have a right to expect that they will not be overlooked for the trouble and expense incurred. At the same time, a whole year is a long time to have to keep horses solely for racing purposes, and I don't think there are many owners who are prepared to go to such an amount of trouble and expense. But could not this objection be remedied in some way? If owners knew for certain that there was going to be some sort of a meeting, it only a one-day meeting, within six months instead of a year, such an inducement might possibly make the owner of the "pinty one" keep his pony instead of selling him at any price he will fetch at auction. Or again, if the stewards of the Jockey Club would institute some sort of periodical Saturday afternoon meeting, that would probably help to keep up the interest, and owners would be encouraged to keep their ponies. As things are at present, one can hardly wonder that most people elect to sell their ponies after the meeting. I have been told that the stewards never have regarded their duties as lasting beyond the annual race meeting, and that when that is safely over they are free for another twelve months. Personally I think that if this is the case it is a most deplorable condition of affairs, and that the light in which the stewards regard their duties is atrocious. What form of inducement or encouragement is the best in order to keep up all interest between the long interval from February to February is, of course, a matter for discussion, but that something should be done seems to me to be the only way to carry out "Veteran's" idea.—Yours, etc.

AN OWNER.

THE CORONATION CELEBRATIONS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 28th July.

SIR,—I was very pleased on reading the *Daily Press* this morning to see that you referred to the necessity of the Coronation Committee and the community doing their best to make the approaching celebrations a big success. To an outsider it would almost seem that the recent sudden and much regretted postponement had "knocked the stuffing" out of the local committee.

Many tradespeople and others have spent much money on arranging for illuminations, and now they do not know whether or when to illuminate. Everybody is anxious to do something, and your suggestion of the immediate publication of a programme is to the point. The postponement of the event did not mean its cancellation. Let us have a bigger show than ever, which the coming event demands, and if necessary send round the hat again, and do so "stop-choy."—Yours, etc.

ONE OF THE CR. WD.

"TOBIN" TUBES.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 28th July.

SIR,—Your correspondent "T" is advised in styling himself "Tobin" unconstructed outside. The "Tobin" tube is a much advertised and operated article, consisting of a comparatively small pipe, which delivers a fountain of air about six feet above the floor of a room. The air rises about the lamp, lighting the pipe, and then curls over and descends upon the heads of the occupants in the form of a draught. In cold weather this is not noticed, and consequently even in England the tube is promptly plugged up with a wad of newspaper. In warm weather, or when the temperature outside is higher than that within the building, these tubes introduce a draught of air, and owing to their being so close to the face sufficient air is blown upon the face to cause a chill, and in some cases a headache.—Yours, etc.

A MAGAZINE ARTICLE ON SIAM.

The magazine number of the *Great Round World* for the 7th June contains an article of some interest by Mr. Arthur J. Brown on "The Political Complication in Siam." The *Great Round World* is a New York publication, dealing with the news of the country the writer says. If the authorities of the United States read and heed the splendidly effective presentation of this subject made to the State Department in Washington by our alert and indefatigable Minister, the Honorable Hamilton King, they can develop a treaty with Siam which will be profitable to them and helpful to the Siamese.

Later on he says:—"A particularly sensitive point with England is the long, thinly settled and ill-protected frontier line of her vast Indian Empire. It is hardly conceivable that England would allow a great Power like France to occupy by absorbing Siam, her undefended and almost indefensible frontier for a thousand miles and more. Despite Lord Salisbury's disclaimer the unpleasant fact remains that France could take the entire eastern half of the Kingdom of Siam without touching the terms of the 1893 Convention. England's policy in Siam has been a series of weak, so apparently, and ineffectual moves. Her friends in Siam, frequently had begun to despair of help from that direction."

POLICE COURT.

Mond. 28th July.

Before Mr. H. KEMP (Acting Police Magistrate).

SMART CAPTIVE BY THE POLICE.

In Kowloon, it is a custom amongst servant boys to receive friends who are unemployed, and to put them up for the night. This custom, like many others, has its disadvantages, as was proved on Saturday. At 15, Cameron Terrace, a silver watch and chain, some silver footpicks, and a waterproof jacket had been stolen from a house. Detective Sergeant O'Sullivan and a Chinese detective were given charge of the case and they succeeded in tracing the watch and chain to a pawnshop, the proprietor of which gave them information which led to the arrest of the thief, an unemployed "boy" who was in the habit of calling on the owner of the stolen property. When he found himself cornered, the thief told the police that they would find the silver footpicks, the jacket, and the waterproof jacket in the watch and chain in the possession of a certain marine hawk, to whom they had been sold for 20 cents. On this information the hawk, who did have possession of the articles, was arrested on a charge of receiving stolen property.

The "boy" was sentenced to two months and the hawk to six weeks imprisonment, with hard labour.

ANOTHER THIEVING "BOY."

Two months' hard labour was the sentence meted out to a "boy" who had been working as a substitute for a friend at the residence of Mr. Becker, 6 Morrison Hill Road, and who on Saturday morning at three o'clock, was caught whilst carrying away numerous small articles from the servant's quarters of the house in question.

Before Mr. F. A. HAZELAND (Police Magistrate).

GAMBLERS.

Twelve Chinese gamblers were arrested by Inspector Robertson and a party of police at Quarry Bay on Saturday night. The two keepers were fined \$100 and the others \$5 each. Similar penalties were imposed upon other twelve gamblers, two of whom were arrested on Saturday by Lance Sergeant Kere, in charge of a police party, on a junk at Douglas wharf. In each case the usual order for the confiscation of all gambling paraphernalia was made.

UNITED ASBESTOS ORIENTAL AGENCY, LTD.

The sixth annual general meeting of shareholders in the United Asbestos Oriental Agency, Ltd., was held yesterday afternoon in the office of the general managers, Messrs. Dowell & Co., Ltd., Queen's Buildings, Mr. G. H. Medhurst, chairman, presided, and there were also present Messrs. E. J. Liband, A. Ritchie, J. Gale, J. D. Auld, W. H. Wickham, and J. B. Edwards (secretary).

The notice calling the meeting having been read, the CHAIRMAN said: Gentlemen, As the report and statement of accounts have been in your hands for some time, I propose, with your consent, to take them up now. It is satisfactory that notwithstanding the increased working expenses, the greater competition met with the profits for the year 1901 are very nearly equal to those of the previous year, and the General Managers recommend the payment of a dividend of 20 per cent. on the ordinary shares, and \$19,800 on the preference shares, and the transfer of \$3,000 to reserve, bringing that fund up to \$8,000. I do not think the accounts need much explanation. The principal asset, the stock of material on hand, has been carefully checked by Mr. D. Macdonald, marine surveyor. We have not considered it necessary to write down this year the value of the station, *Island Gladstone*. The launch has been well kept up and is in first-class condition, and could be sold for considerably more than its book value. Before proposing the adoption of the report, and passing of the accounts, I shall be pleased to answer any questions to the best of my ability.

No questions being put, the CHAIRMAN said: I beg to move the adoption of the report and passing of the accounts.

Mr. W. H. WICKHAM—I beg to second the motion, and in doing so I wish to congratulate the general managers and the staff on the successful working of the past year.

The motion was agreed to.

On the motion of the CHAIRMAN, the resolution of Mr. W. H. WICKHAM as auditor was agreed to.

The CHAIRMAN—That is all the business, gentlemen. I thank you for your attendance. Dividend warrants will be ready to-morrow (Tuesday).

The following is the report: The General Managers have the pleasure to lay before the shareholders a accompanying statement of accounts for the year ended 31st May, 1902.

ACCOUNTS.

The balance at the credit of profit and loss account, after writing off \$85.40 for depreciation and including \$731.80 brought forward from last year, is \$15,889.08, which is proposed to appropriate as follows:

To place to reserve fund	\$3,000.00
To pay a dividend of 15 per cent. on ordinary shares	5,440.00
To General Managers' remuneration	2,000.00
To pay a further dividend of 5 per cent. on ordinary shares	1,980.00
To pay \$19,800 per share on 100 founders' shares	1,980.00
To carry forward to new account	480.00
	\$15,389.08

AUDITOR.

The accounts now presented have been audited by Mr. W. H. WICKHAM, who being eligible, offers himself for re-election.

DOWELL & CO., LTD., General Managers, Hongkong, 10th July, 1902.

From the advertisement columns of a Kent paper:—If the motor party of four who had a private sitting-room and use of piano, and one glass of cherry brandy at 5 p.m. on May 28, and who left a powder-puff, will call, they can have the latter by paying for room, otherwise the same will be sold to defray expenses. The advertiser clearly has a pretty turn for irony and humour. Why does this post be may ask? Well, it is that party now.

MARU ISLAND.

A correspondent calls attention to the *Kobe Chronicle* to chart 114, in the *Century Dictionary*, which shows Maru or Weeks Island (as well as Wake Island, more to the south-east) to be marked as possessions of the United States. We are also indebted, says the *Kobe paper*, to a correspondent for a copy of the *American Exporter* for May, which contains an account of the island and the circumstances which led to its being declared a possession of the United States. The article is as follows:—

"The United States has found a new field for future trade in an island far off in the Pacific, midway between Japan and the island of Guam. The Stars and Stripes are floating over the island with the authority of the Government, although it took years for the claimant to secure recognition. The story of the discovery and occupancy at this late day, when man believes he knows the whole world, reads more like a passage from 17th century history than a recital of the matter-of-fact doings of a Pacific trader of the present strenuous era. Three residents of Honolulu hold the title to the island. They expect to become millionaires as a result of this new possession of Uncle Sam. The new possession is named Maru Island. It is situated 500 miles south-east of Yokohama, the same distance north-west of Guam, and about 2,500 miles west of Honolulu. It was in 1888, while cruising in the South Sea, that Captain James Roskill, in command of a small trader, landed with a view to ascertaining its value as a coconuts island. His first anchorage was on the westward side, which was the only approachable spot on the island. There was no sign of occupancy, no water-supply, and Roskill believed it was the first human being to set foot upon the island. The island was found to be about five miles in length and two miles in width, and because of the winds is accessible only five months in the year. In the centre was a small hill, admirably suited for planting batteries. Finding the island uninhabited and unclaimed by any other Power, Captain Roskill took possession in the name of the United States. He found millions of sea birds flying about, and from that concluded there must be guano deposits upon the island. An examination convinced him of this, and he discovered a large surface deposit of guano, earth guano and in other places phosphate guano. He hoisted the flag of the United States at the top of a coconut tree. Then he fastened a bottle to the tree in which was a notice that he had formally taken possession of the island in the name of the United States, his crew signing the statement as witnesses. One of the members of the crew was placed on shore with his wife and given provisions for a year, pigs and chickens also being introduced. A small house was built near the shore, and the crew was left to his clemency. Upon returning to Honolulu Captain Roskill, through the United States Minister then in Hawaii, John S. Stevens, forwarded a claim to the Secretary of State, claiming title. Secretary Blaine filed the papers, but sent back a reply that it must first be proven that other Power had a claim to the island before Roskill's ownership could be allowed. The sea captain, who became Assistant Harbour Master at Honolulu, made many subsequent efforts to establish his claim at Washington. He was so often rebuffed that he became thoroughly discouraged, though never giving up hope that he would ultimately get possession of Maru Island. The sealer and his wife who were left in possession of the island became worried at the loneliness, and after eleven months had expired were picked up by a passing vessel and returned to Honolulu. In the meantime Captain Roskill had specimens of guano which he brought with him examined by expert chemists in Honolulu and became convinced that they were of great value. This value is especially appreciated in Hawaii, where a fertilizer is in much demand upon the sugar plantations. In January of this year another effort was made to get action on the part of the Secretary of State, and Roskill enlisted the aid of W. C. Peacock, a wealthy merchant, and of Colonel Thomas Fitch, both of Honolulu, and made another appeal to the State Department. This last effort proved successful. A letter was sent by Secretary Hay asking that upon furnishing a bond in the sum of \$50,000 the application would be granted and Captain Roskill could take possession of his island whenever he had complied with that formality. The three men interested then formed a corporation to work the guano deposits on the island, and, having complied with the filing of the bond, intend to start immediately. The island is not far out of the way of traders going to Japan from the South. A colony of active Americans are undoubtedly converting it into a thriving settlement and adding another source of profit to the manufacturers of household goods, machinery, and other necessary commodities."

Meanwhile, it would seem, the island has been occupied by a number of Japanese, who seem to have taken possession with the authority of the Japanese Government. They do not appear to be soldiers, however, as the Captain of the *Sheridan* is reported to have stated.

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NORTHERN NOTES.

The following items are from the P. & T. Times of the 19th inst. The Russian Minister, went up to Shensi, on yesterday morning with the mail train. His Excellency was looking far from well, and like his colleagues seems to be reacting to the confinement and heat of Peking.

We understand that in some of the departments of the Tientsin Provisional Government notice has been formally given to terminate the engagements of the foreign employees. We hear that up to date the Police and Treasury are exceptions.

The 30th Punjab Infantry arrived at Taku on the 12th in the British India transport *Uganda* to relieve the 6th Burma or the Gurkhas; they came in to Sin Ho, and went up the line next day, whereupon the Burma men were ordered to Sin Ho. The weather was unpropitiously adverse and the latter arrived at their destination perfectly drenched. The departure of the Regiment is greatly regretted in Tientsin, where Col. Keary and his officers have completely identified themselves with the local interests. It is, we understand, arranged that the 80th will later on go to Shanhaikwan and relieve the Gurkhas.

We are not surprised to hear from Rev. George Clarke that Mr. Murray, the headmaster of the Boys' School at Chetoo, is very ill. The moment we heard of the awful tragedy we were confident that it would react on the staff. Schoolmasters and mistresses feel their responsibility in a way that few parents can give them credit for. We have never known an educational establishment where such intense interest is taken in the youngsters' welfare as the Chetoo School; at one time indeed we thought it excessive, and tending to overwork its mark. We feel profoundly for Mr. Murray and his colleagues.

The local American authorities have recently been on the track of some of their fellow citizens who were wanted on an accusation of getting into Tientsin, where Col. Keary and his officers have completely identified themselves with the local interests. It is, we understand, arranged that the 80th will later on go to Shanhaikwan and relieve the Gurkhas.

We have some reason for thinking that the retrocession of the City will be accomplished immediately followed by that of the Shanhaikwan and Newchwang Railway. The Russians are eager to disassociate themselves from the grudging policy which has marked military acquiescence in the terms of the protocol of 1901. This desire, coupled with the Military Co-directors, we believe, that the Peking and Shanhaikwan line would be this have been restored to the Chinese.

Our contemporary's city correspondent writes:—H. E. Yuan accompanied by the *Fan-tai* Chow is expected daily to attend to the negotiations about the impending transfer of the city Government.

The Peking palace is to be finished by the Chinese eighth month, which is the end of the year. Some of the Peking gentry are trying to establish a school for their girls.

The Italians in the Hotung district have a proclamation out for the clearance of parts of their concession of dilapidated houses, &c. Compensation is fixed by schedule.

Prince Su has been so indisposed as to be unable to attend to business.

The chedera is so bad in Peking that the Tung Wah Hospital has issued an edict commanding the Board of Revenue to find funds for isolation hospitals.

The E-bu-hung (Summer Palace) and the three lakes will, it is estimated, require £4,000,000 if they are to be restored to their former beauty.

CHOLERA AT NAGASAKI.

The *Nagasaki Press* of the 21st inst. writes:—The N.Y.K. *Yokohama Maru* arrived at Nagasaki at 8 o'clock on Friday night from Taku and took up the company's buoy after going through the usual sanitary formalities at the harbour entrance. Among the passengers landed from the steamer was a Japanese, who was discovered to be suffering from cholera after coming on shore at Ours late that night. The patient was removed to the local isolation hospital, and the vessel was ordered to the quarantine anchorage outside the harbour for disinfecting purposes. It is reported that inquiries proved that the man had come ashore in one of the ship's boats when all other persons on board were being examined by the sanitary officials. Another case of cholera was reported among the sampan-men in Nagasaki harbour on Friday morning, and was sent to the isolation hospital as usual. This is the fifth sampan man attacked by the epidemic in the harbour. Four cases have ended fatally.

There were 16 vessels detained in quarantine at Nagasaki from the 25th April to Saturday last—5 Japanese and 11 foreign steamers. These vessels carried on board about 2,000 persons who were all disinfectant at the local quarantine station at Megami. The cases of cholera discovered on these vessels were—12 cholera, 1 scarlet fever, and 1 smallpox.

At Moji there occurred three fresh cases of cholera on Thursday, making a total of 18 from the first outbreak of the disease.

The cases of cholera reported in Fukuoka prefecture numbered 121, with 39 deaths, up to Wednesday last.

At Teruo, *Shikoku*, a man died from cholera on Thursday last, this being the first case of the disease reported in that locality this year.

An official despatch received by the Japanese authorities shows that there occurred 1,049 cases of cholera with 784 deaths within Tientsin city walls, and 1,015 cases with 593 deaths outside the walls, up to the 14th inst.

The guilty of Doncaster must have been enhanced when that eccentric Yorkshireman "Jimmy Hurst" went to the race-meetings in such state as no king could very well have kept.

He rode in a carriage constructed by himself, fashioned of wickerwork, in shape resembling a wicker chair, and in which he sat better than a Lord Mayor's Show because "Jimmy" was wont to distribute not only apples among the crowd, but his own tank notes for 2d., which he had caused to be specially engraved at Hull.

REPORT OF THE P.C.M.O. FOR 1901.

The report for 1901 of Dr. J. M. Atkinson, Principal Civil Medical Officer, is published in the Gazette.

The admissions of police to the Hospital were slightly in excess of those of the previous year, the number being 337 as compared with 320, the strength of the Force being somewhat greater, viz., 884 as against 866. Malarial fever contributed 407 admissions as against 390 in 1900. There had been a marked diminution in the number of malarial fever cases from the Police Station in the New Territory, the diminution in the percentage of malarial fever cases from 90 per cent. in 1900 to 52.5 per cent. in 1901. This was undoubtedly occasioned to a great extent by the active prophylactic treatment which was commenced on May 1st last year and continued up to the 1st of November. It must also be borne in mind that the Police were housed in permanent buildings in 1901. The other diseases which occasioned the greatest number of admissions were dysentery 38, beriberi 10, and enteric fever 4. There were eight deaths during the year—four Europeans died of enteric fever, typhoid, scarlet fever, pneumonia, and emphysema, respectively. There were two deaths amongst the Indians from malarial fever and two Chinamen died, one from beriberi and the other from plague. Sixteen were invalided, namely, three Europeans, ten Indians and three Chinamen, the causes being dysentery, phthisis (four), asthma, sprue, hemiplegia, dropsy, chronic rheumatism, beriberi, sciatitis, tuberculosis, chronic synovitis, and debility (two).

From the Troops there was an increase in the number of admissions to the Hospital as compared with 1900. The mortality amongst the European troops was less and that amongst the Indian troops was higher than in the previous year. The average daily rate of sickness was higher in European and Indian troops, this being more marked in the latter. Amongst the deaths in the British troops were two from enteric fever, two from tubercular plague and four from malarial fever, five from heat prostration. Eighty-one members of the Gaoi staff were admitted to Hospital during the year out of a total staff of 93. There were two deaths and four were invalided; the deaths were one European from malarial coma and one Indian from phthisis; the invalidings were three Indians from phthisis and one Chinaman from rheumatism.

From the Sanitary Department, there were thirty admissions as against fifteen in 1900. There were no deaths and none were invalided.

The total number of admissions to the Government Civil Hospital was 2,343 as against 2,030 in 1900, and 2,734 in 1899. The total number of out-patients was 12,663 as against 13,888 in 1899. The total was made up as follows:—Police, 937; Board of Trade, 28; paying patients, 830; Government servants, 331; police cases, 343; free patients, 468. There was a decided increase in the number of Government servants admitted, a slight increase in the number of police, and a marked diminution in the number of free patients admitted; this was accounted for by the fact that it is impossible to admit many cases which attend, as out-patients owing to the large increase in the number of sick police and Government servants admitted; these two classes of patients alone contributing 276 more than in 1899. The rate of mortality for the year was 5.18 per cent. The average daily number of sick was 111.72 as against 10.95. Of women and children the number admitted was 281 as against 325. It is hoped that the Victoria Hospital for women and children will be ready for occupation this year; the intention is to treat most of these cases there, one ward only being retained at the Government Civil Hospital for urgent cases and for those who could not be removed so far.

960 Europeans were admitted during the year as against 843 in 1900. 334 Indians were admitted as compared with 768 in the previous year. 1,134 Asiatics were admitted during the year, the figures being 1,154 as against 1,295 in 1899.

The total fees received during the year in the Medical Department were:—Hospital fees, \$32,443.55; private nursing fees, \$285.00; certificates, \$650.00; total, \$33,378.55.

A scheme for fitting the Hospital with electric light had been drawn up during the year, the necessary expenditure had been sanctioned, and before next summer it is expected that this will be installed. A new operating theatre is very much required.

Under the heading of Anti-Malarial Measures, Dr. Atkinson writes:

"During the year much has been done in combating mosquitoes. In February a systematic filling up and draining of the pools in the nullahs at Kennedy Town near the old Tung Wah Mortuary, adjoining Netherland Hospital and in the neighbourhood of the Upper Richmond Road, was instituted. A supply of Professor Collis's larvicide was obtained in May; these were extensively used in the ravines in the neighbourhood of the summer months; the results were altogether satisfactory, and anophelid larvae were found in pools in which they had been applied; it is just possible that these were not used in sufficiently large quantities. It was proved that they were not so effective as kerosene in killing the larvae; the drawback to kerosene is that it destroys the potability of the water to which it is applied whereas Professor Collis's larvicide does not impair the water. I fear it is a hopeless task to endeavour to keep the nullahs free of pools of water, especially the nullahs, owing to the rain and weathering effects of the atmosphere, are continually changing, fresh pools being formed from day to day. The only effectual remedy is to drain the nullahs; this however is a very expensive operation, e.g., it would cost \$10 for a lineal foot for the larger nullahs and \$8 per foot for the smaller ones; on this basis draining the nullahs to the West of the Richmond Estate would cost \$15,000. Much, I understand, has been done in the way of draining nullahs in the neighbourhood of the houses within the built area of the City, but to drain all the nullahs on the outskirts of the City is a formidable task, and it is for Government to determine whether this extensive operation should be undertaken. In a flat country it is comparatively easy to get rid of these pests, but in a mountainous island like this it is quite another matter. There are so many ravines and natural excavations along the hill-sides where mosquitoes breed in large numbers that I doubt whether it will ever be possible to exterminate these insects; however, it would certainly diminish their numbers."

To show the difficulty there is in riding certain neighbourhoods of this Colony, of anophelid I would refer to the extensive operations carried on in the spring of last year at the Military Sanatorium, Magazine Gap, at the suggestion of Dr. Young, a Civil Medical Officer attached to the China Expeditionary Force, to free the place of malarial fever. Two hundred men of the Indian Regiment were detailed to carry out the necessary work under Dr. Young's supervision, the hills were cleared for a distance of 300 yards of all

EASTMAN'S

KODAKS. FILMS.

AND ACCESSORIES

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK. PROMPT RETURN.

WE HAVE AN ESTABLISHMENT SOLELY DEVOTED TO EXECUTING WORK FOR AMATEURS, AND WE HAVE LARGER AND BETTER FACILITIES FOR DEVELOPING AND PRINTING THAN ANY HOUSE IN THE COLONY.

ACHEE & CO.,

PHOTOGRAPHIC GOODS STORE.

17A, QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 6th May, 1902.

884

JAPAN'S NAVAL EXPANSION PROGRAMME.

brushwood and undergrowth, several bogs were drained and the anophelid pools in the nullahs were filled up. Notwithstanding all these measures, however, fever was so prevalent there in the autumn months that the station had to be vacated by the Troops."

Appended is the following medical report upon Victoria Gaoi by Dr. R. Lamort:—

"The health of the staff has been good in spite of the fact that the new officer's quarters have not yet been opened to them. The health of the inmates has also been satisfactory. Six lepers were sent to Canton, one of whom, however, returned to the Colony and had to be sent back again. There were a hundred and four cases in which corporal punishment was inflicted during the year, fourteen by the Prison Authorities and a hundred from the sentences of the Courts, none required any medical after-treatment. Overcrowding of prisoners is still a serious question. Four and even five men have at times to be put in the same cell, thus reducing the space for each to some 250 cubic feet, whereas the Public Health Ordinance 13 of 1901, requires that the individual allotted space should be of 450 cubic feet. The temporary hospital is also at times overcrowded. The officer's quarters which were altered and fitted up some two years ago for the Gaoi Hospital is yet unavailable for the proper accommodation or facilities for the prisoners, being still occupied by the Indian Gaoi Staff. The present temporary hospital is most inadequate, offering no proper accommodation or facilities for the treatment of patients. The daily number of prisoners complaining sick is most variable from time to time, multiplying fast according to these variations. In spite of the prevalence of dengue fever in the Colony in November, no case occurred amongst the prisoners. Those were prisoners discharged on medical grounds during the year. Permission was obtained from His Excellency the Governor to transfer a pregnant female prisoner to the Government Civil Hospital, as she had suddenly become comatose; she was found to be suffering from malignant malaria and died shortly after, having given birth to a still-born child."

Dr. G. C. Thomson, reporting regarding the Tung Wah Hospital that the number of patients in the wards at the beginning of the year was 125; 2,869 were admitted during 1901, making a total of 3,114 cases; 1,899 were discharged, 1,071 died, leaving 141 in the Hospital at the close of the year. Of the 2,919 admissions, 547 were transferred for treatment to other institutions, as follows:—18 to Government Civil Hospital, 7 to the Lunatic Asylum, 130 to Kennedy Town Infectious Diseases Hospital, and 392 to the Tung Wah Plague Branch Hospital at Kennedy Town. Of the fatal cases, 296 were in a dying condition at the time of admission. There remains a net total of 2,146 actually treated in the Tung Wah Hospital, of whom 62, i.e., 2.94 per cent. were under European treatment, and 1,494, i.e., 69.6 per cent. under Chinese treatment. 483 dead bodies were brought to the Hospital mortuary to await burial. 24 of these, and also 63 bodies of persons who died within the Hospital were sent to the Government Public Mortuary for internal examination. Free burial was provided by the Hospital for 1,899 persons. The number of visits to the out-patients department was 77,942. 449 destitute persons were temporarily housed and fed, 1,962 persons were vaccinated at, and in connection with, the Hospital. As in previous years, the Tung Wah Hospital was used throughout the plague epidemic of 1901 as a convenient centre for the diagnosis and observation of plague cases, a large airy ward close to the receiving ward being set apart for this purpose.

A SEA CAPTAIN'S EXCITING EXPERIENCES.

The *Strait Times* reports that the sailing ship *Savannah* next sails for the Hongkong light-house on Tuesday, 15th inst. The vessel is practically lying ashore in pieces and little hope of saving her is entertained.

The vessel is a small British sloop, built by Howarth, Brinkins and Co. this year for trading between Singapore and Manila. The ship is owned by the captain, Mr. de la Sala. She is a wooden vessel, and looks to be little more than a *longkong*. She was on the way from here to Manila, and cleared from Singapore on Saturday afternoon previous, carrying on board 60 tons of coal. The *Savannah* got to a point about 20 miles beyond the Hongkong light when something went wrong with the rigging, and she drifted back to Lompot, situated on the east coast of the south of the Malay peninsula. At Lompot she went ashore.

The captain then commenced a march across the flat of land to the mouth of the Lelan river, and by a zigzag route extending over thirty miles reached the water, and got a small craft, a kind of raft, and made his way to Tenjong Surut. On this little voyage, the captain had to lie flat on his back most of the time as the limited space on his "ship" would not permit of his lying in comfort. Thence to Serangoon by sampan, and to town by ricksha, Captain de la Sala arrived in Singapore at five o'clock in the afternoon of Wednesday, the journey from the stranded vessel having taken 33 hours in accomplishment. The first news of the vessel being ashore was received from the captain. The crew were left on board, with orders to go ashore as soon as the ship went to pieces. The captain left Singapore the following morning in one of the Tanjong Fagge tugs, but found that nothing could be done. There is no insurance on the ship.

THE PATANI AFFAIR.

The *Bangkok Times* writes as follows on this much-discussed subject:—A high Siamese official has informed the *Strait Times* that there is ample evidence that the ex-Raja of Patani had arranged that, upon a given signal (viz., strokes upon a bell), the people of Patani were to arm themselves and declare themselves independent of Siam.

Further, that the Raja had transmitted a sum of \$20,000 to Singapore to prosecute his aims, while for some time past he had been collecting arms and war material. Our Singapore contemporary is now somewhat disturbed about the fate of the ex-Raja, and announces that he is to be tried for treason. No one will be surprised when we add that the *Strait Times* further informs the world that, evidence being easy of manufacture, he will be found guilty, sentenced possibly to death, and then reprieved for stage effect. Well, it is not for us to deny that our contemporary's knowledge may be extensive and peculiar. But only the other day it was shocked at the little attention paid in Bangkok to the dismissal of European officials and the engagement of Japanese in their place. We are still awaiting that revolution, and perhaps that trial for treason will not take place till the revolution is accomplished. Meantime this touching anxiety in Singapore is in striking contrast to the attitude of the people of Patani itself. We have it on the authority of Mr. Nelson Annandale, and also of experienced Europeans who have been down to Patani from Bangkok, that the people of the little state are absolutely indifferent to the fate of their former Governor. The Singapore campaign has not been without interest, but now that it has become a catalogue of the wicked things this country is going to do because of its double dose of original sin, the play should come to an end for a time.

MOET & CHANDON'S

"DRY IMPERIAL"

CHAMPAGNE

PER 1 DOZEN BOTTLES \$54.
PER 2 DOZEN 3-BOTTLES \$56.

MARTELL'S THREE STAR

BRANDY

PER DOZEN \$30.

KING EDWARD VII.

LIQUEUR SCOTCH WHISKY

PER DOZEN \$20.

SPARKLING REDBURGUNDY

from the famous Cellars of

Messrs. GUICHARD, POTHERET & CO.

SOLE AGENTS—

H. PRICE & CO.

12, QUEEN'S ROAD.

[42]

NOTICE.
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to THE MANAGER.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until further notice.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: PARS. CODES: A.B.C., 5th Ed. Edition.
P.O. Box, 23. Telephone No. 12.

NEW ADVERTISEMENTS

GYMKHANA.

THE OFFICERS of the Kowloon Garrison will be AT HOME to their Friends on THURSDAY, the 31st inst., at 3.45 P.M., in Happy Valley.
Hongkong, 23rd July, 1902. [2050]

THE HONGKONG NECROPOLIS COMPANY, LIMITED.

APPLICATIONS FOR ALLOTMENT.

ALL Applications for an Allotment of Shares in the above-named Company must be sent in to the Registered Office of the Company, No. 30, Des Voeux Road Central, on or before the 15th AUGUST, 1902, after which date the List will be closed and the Allotment proceeded with.
Hongkong, 23rd July, 1902. [2051]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 18th AUGUST, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to 18th August, both days inclusive.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary. [2052]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED,

on SATURDAY,

the 2nd August, 1902, at 2.30 P.M., at their SALES ROOMS, 20, Des Voeux Road,

A LARGE QUANTITY OF PROVISIONS.

Comprising:—
SALT PORK, PRESERVED MUTTON, CORNED BEEF, BUTTER, POTTED MEATS, CHEESE, VEGETABLES, LUNCH AND SWEET BISCUITS, GINGER NUTS, CHOCOLATE, COFFEE, SWEETS, SOAPS, &c.

Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 23rd July, 1902. [2049]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"
Captain E. J. Buller will be despatched as above TO-MORROW, the 30th inst., at 3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 23rd July, 1902. [2045]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE,"

Captain R. Rodger will be despatched as above on the 30th inst., at 4 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage apply to
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 23rd July, 1902. [2046]

ALTERATION.

"BEN" LINE OF STEAMERS.

FOR GENOA AND LONDON VIA SUEZ CANAL.

THE Steamship

"BENLAWERS,"

Captain H. Bee will be despatched as above on or about TUESDAY, the 5th August.

For Freight, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 23rd July, 1902. [2048]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. on the 30th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 23rd July, 1902. [2047]

SUN SOY LUNG & CO.

PRESERVERS OF GINGER and all kinds of FRUITS. Export Orders promptly attended to.

No. 12, DES VOEUX ROAD WEST.
Hongkong, 23rd July, 1902. [1765]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions from J. GALT, Esq., to Sell by Public Auction,

on TO-DAY (TUESDAY),

the 23rd July, 1902, at 2.30 P.M., at No. 13, KNUTSFORD TERRACE, Kowloon,

THE WHOLE OF THE HOUSEHOLD FURNITURE

(Full Particulars in Catalogue).
On view from Monday, the 22nd July.

Terms:—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 22nd July, 1902. [194]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 2nd August, 1902, at 2.30 P.M., at No. 1, Albany Road, the residence of

CHAS. FORD, Esq.,

THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE

Comprising:—
MARINER'S MAKE TAPESTRY COVERED DRAWING-ROOM SUITE, TEAK OVERMANTELS, TEA TABLES, BLACKWOOD STOOLS, TABLES, and FLOWER STANDS, LACE CURTAINS, RUGS, JAPANESE INLAID CABINET, and SCREEN, BEASS STANDARD, LAKE SIDEBOARD, DINING TABLE, and CHAIRS, BOOKCASE, ELECTROPLATE, GLASS and CROCKERY WARE, CROQUET SETS, &c.

Also:
DOUBLE IRON BEDSTEAD, WARDROBES, TOILET TABLES, WASH STANDS, &c.

Also:
1 COTTAGE PIANO by COLLARD & COLLARD, in fine condition.

AXMINSTER PILE CARPET (almost new).

On view from Friday, the 1st August.

Catalogues will be issued.

Terms:—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 23rd July, 1902. [2043]

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to Sell by Public Auction, on

TUESDAY,

the 5th day of August, 1902, at 3 P.M., at his SALES ROOMS, in Duddell Street,

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY,

Situate at Victoria in the Colony of Hongkong, viz:—

All that Piece or Parcel of Ground situate, lying, and being at Victoria in the Colony of Hongkong, registered in the Land Office as Subsection 1 of Section A of Inland Lot No. 25, with the Messuage and Building erected thereon and known as No. 1, Leander Street. Area 533 square feet. Term 75 years and a further term of 924 years.

Annual Crown Rent \$9.

For further Particulars and Conditions of Sale, apply to

JOHNSON, STOKES & MASTER,
12, Queen's Road Central,
Solicitors for the Mortgagees; or to

THE AUCTIONEER.
Hongkong, 24th July, 1902. [2019]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on

WEDNESDAY,

the 13th August, 1902, at 3 P.M., on board, H.M. Unprotected Composite Gun-Vessel

"SWIFT."

Extreme length ... 180 feet.

Breadth ... 28 feet.

Displacement ... 756 tons.

COPPER-SHEATHED with Rennie, TWO CYLINDRICAL TUBULAR BOILERS, and THREE WOODEN MASTS.

As also now lies in the Harbour of Hongkong, THE ANCHORS, MOORING GEAR, BOATS and BOATS' GEAR will not be sold.

A list of fittings to be sold with the ship may be seen at the Office of the Naval Store Officer, H.M. Naval Yard, and the Auctioneers; also on board.

The Vessel will be open to inspection for seven days before date of sale.

Inspecting orders can be obtained from the Auctioneers.

Terms:—Cash before delivery. 25 % of the purchase money to be paid on fall of the hammer, balance and the clearance to be effected within seven days after date of sale.

A Launch will leave Murray Wharf at 2 p.m. and 2.45 p.m. on day of sale to convey intending purchasers.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 23rd July, 1902. [2029]

NOW ON SALE.

DIRECTORY OF

PROTESTANT MISSIONARIES

IN

CHINA AND JAPAN

FOR 1902.

WITH ALPHABETICAL LIST.

70 PAGES, BOUND IN CLOTH AND LETTERED, \$1.

On Sale at

Messrs. KELLY & WALSH, LD., Hongkong

Shanghai and Yokohama;

Messrs. W. BARNES & Co., Hongkong and Shanghai;

Messrs. A. S. WATSON & Co., Amoy;

Messrs. A. S. WATSON & Co., Foochow.

The "DAILY PRESS" OFFICE, Hongkong, and at the London Office: 131, Fleet Street.

Hongkong, 23rd November, 1901. [30]

GACA & CO., Importers and Exporters

of Foreign and Colonial POSTAGE STAMPS, 53, Peel Street, Hongkong, have just received for sale at their stall at Hongkong Hotel Corridor a large variety of nice Pictorial Post Card Albums. Pictorial Post Cards, Panoramas of Hongkong, Macao, Canton, Chinese Costumes, Views, &c., &c., in Phototype and Coloured Colotype. Assortment of Postage Stamp Albums, Lenses, Hinges, Tweezers, and other Philatelic goods. Prices to suit all Customers. Correspondents wanted. Foreign orders promptly attended to. Cash with order or 1st class reference.

Hongkong, 23rd July, 1902. [1897]

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND of Six Dollars per Share for six months ending 30th June, 1902, will be payable on the 29th inst., on which date Unclaimed Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 29th inst., both days inclusive.

By Order of the Board of Directors,
A. SHELTON HOOVER,
Secretary.
Hongkong, 14th July, 1902. [1831]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and a Half per Share for Six months ending 30th June, 1902, will be payable on the 29th inst., on which date DIVIDEND WARRANTS may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 29th inst. (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOVER,
Secretary to the Hongkong Land Investment and Agency Co., Limited.
General Agents: The West Point Building Co., Limited.
Hongkong, 15th July, 1902. [1843]

QUEEN MINES, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the OFFICES of the Company, 38 and 40, Queen's Road Central, on TUESDAY, 5th AUGUST, at 11.45 A.M., for the purpose of considering and if thought fit, passing the following Resolution, that is to say:—

"That the Company be wound up voluntarily and that ARTHUR RYLANDS LOWE, of Victoria, in the Colony of Hongkong, Chartered Accountant, be and he is hereby appointed Liquidator for the purpose of such winding up."

Should the above Resolution be passed by the requisite majority, it will be submitted for confirmation as a special resolution to a Second Extraordinary General Meeting, which will be subsequently convened.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 25th July, 1902. [2026]

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the OFFICES of the Company, 38 and 40, Queen's Road Central, on TUESDAY, 5th AUGUST, at 11.45 A.M., for the purpose of considering and if thought fit, passing the following Resolution, that is to say:—

"That the Company be wound up voluntarily and that ARTHUR RYLANDS LOWE, of Victoria, in the Colony of Hongkong, Chartered Accountant, be and he is hereby appointed Liquidator for the purpose of such winding up."

Should the above Resolution be passed by the requisite majority, it will be submitted for confirmation as a special resolution to a Second Extraordinary General Meeting, which will be subsequently convened.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 25th July, 1902. [2027]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SECOND ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 5th AUGUST, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd July to the 5th August inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, 15th July, 1902. [1936]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, on SATURDAY, the 18th day of August, at 2 P.M., for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1902.

By order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 24th July, 1902. [2023]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 2nd, to the 16th day of August next (both days inclusive) during which period no transfer of Shares can be registered.

By order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 24th July, 1902. [2024]

CHEONG SHING

GENERAL EXPORTERS.

DEALERS IN

JEWELLERY, DIAMONDS, PEARLS,

PRECIOUS STONES, SILKS, IVORY

WARES, EMBROIDERY, AND

CHINESE CURIOS.

Wholesale and Retail. Prices moderate.

No. 33, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. J. GAUPE & Co.).
Hongkong, 2nd June, 1902. [155]

TO LET.

NO. 3, "MAGDALEN TERRACE,"

MAGDALEN GATE.

Apply to—

SPANISH PROCUROTOR

Hongkong, 1st April, 1902. [1977]

TO LET

TO LET.

NO. 3, QUEEN'S GARDENS.

Apply to—

G. C. ANDERSON,
4, Peddar Street (Ground Floor).
Hongkong, 18th March, 1902. [800]

TO LET.

NOS. 5, 18, 19 and 20, BELILIOS TERRACE.

Also,
FURNISHED BUNGALOW at Peak, "THE ESTATE." Possession from 1st August.

For Particulars, apply to—

TURNER & CO.
Hongkong, 10th July, 1902. [1898]

TO LET.

TOP FLOOR of No. 35, QUEEN'S ROAD CENTRAL. Suitable for Office.

For further Particulars, apply to

WING CHEONG,
35, Queen's Road Central.
Hongkong, 8th July, 1902. [1879]

TO LET.

NO. H. MACDONNELL ROAD.

HOUSES in CLIFTON GARDENS, Conduit Road.

HOUSES at CAUSEWAY BAY, facing the Polo Ground.

A HOUSE in RYTON TERRACE, GODOWNS at BLUE BUILDINGS.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 13th June, 1902. [71]

NOTICE.

TO LET.

"ERNESTFOOT," UPPER RICHMOND ROAD.

Apply to—

DEACON & HASTINGS,
10, Queen's Road.
Hongkong, 14th June, 1902. [1657]

TO LET.

29, MOSQUE JUNCTION,

and
31, MOSQUE STREET, 1st FLOOR.

Apply to—

LINSTEAD & DAVIS.
Hongkong, 23rd July, 1902. [2036]

TO LET.

13 EUROPEAN HOUSES: Nos. 20, 24, 28, 32, 36, 40, 44, 48, 52, 56, and 60, LEIGHTON HILL ROAD.

Apply to—

THE HONGKONG & KOWLOON LAND AND LOAN COMPANY, LTD.,
No. 8, Queen's Road West.
Hongkong, 30th April, 1902. [1259]

TO LET.

OFFICES at 6, QUEEN'S ROAD CENTRAL.

Apply to—

G. GIBBULT.
Hongkong, 3rd January, 1902. [2041]

TO LET.

GODOWNS at BOWRINGTON. Cheap Rental.

Apply to—

AHMED RUMJAH.
Hongkong, 11th January, 1902. [215]

TO LET—FURNISHED.

3, SEYMOUR TERRACE, Robinson Road.

Level. Good view of harbour. For two months, or longer if necessary, from August 1st. Moderate terms.

Apply by letter to—

G. A. WOODCOCK.
Hongkong, 23rd July, 1902. [2041]

TO LET.

Hongkong, 24th July, 1902. [201

The mainland of Australia. Indeed coloured

her eventually to take her place among the manufacturing nations of the world, and needs no prospect to foretell that by the use

04 : Chungking, 81st January, 1944. 28

(continued from page 6)

[illegible]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Black Point.

3. From Black Point to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	VALETTA	Brit. str.	2 m.	A. G. Cubitt, R.N.	P. & O. S. N. Co.	On 2nd August, at Noon.
LONDON, VIA SUEZ CANAL	BOMBAY	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	On 5th August, at Noon.
LONDON, VIA SUEZ CANAL	GIANTURRO	Brit. str.	—	R. Webster	McGregor Bros. & Gow	On 16th August.
LONDON & ANTWERP	UTSUS	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 5th August.
LONDON	TELEMACHUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 19th August.
LONDON	DIEMER	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 2nd September.
LONDON	PIREUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th September.
LIVERPOOL DIRECT	PIREUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th September.
MARSHALLS, &c., VIA PORTS OF CALL	ASHAM	Freem. str.	—	Sollier	MESSAGERIES MARITIMES	To-day, at 8 p.m.
MARSHALLS, LONDON & ANTWERP, S'PORE, &c.	BINGO MARU	Jan. str.	—	F. Davies	NIPPON YUSEN KAISHA	On 9th August, at Daylight.
GENOA & LONDON, VIA SUEZ CANAL	REINAWERS	Brit. str.	—	H. Bee	GEN. LIVINGSTON & CO.	On or about 5th August.
LIAMEN, VIA PORTS OF CALL	KIAUTSCHOU	Ger. str.	—	P. Luncschies	MELOCHERS & CO.	On 7th August, at Noon.
HAMBURG & HAMBURG	SHESIA	Ger. str.	—	Bahlo	HAMBURG-AMERIKA LINIE	To-morrow.
HAMBURG & HAMBURG	AMERICA	Ger. str.	—	Ehlers	HAMBURG-AMERIKA LINIE	On 14th August.
HAMBURG & HAMBURG	C. FERD. LAEISZ	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 25th August.
HAMBURG & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 10th September.
HAMBURG & HAMBURG	ANDALUSIA	Ger. str.	—	von Dohren	HAMBURG-AMERIKA LINIE	On 24th September.
HAMBURG & HAMBURG	PIREUS	Ger. str.	—	Prosch	HAMBURG-AMERIKA LINIE	On 8th October.
TRIESTE, &c., VIA SINGAPORE, &c.	TIOT	Ann. str.	2 m.	von Brodtfeld	SANDER, WIELER & CO.	To-day, p.m.
TELEST, &c., VIA SINGAPORE, &c.	CHINA	Ann. str.	2 m.	Mosca	SANDER, WIELER & CO.	On 16th August, p.m.
NEW YORK VIA SUEZ CANAL	ANGLO	Brit. str.	2 m.	—	DODWELL & CO., LIMITED	About 5th August.
NEW YORK VIA SUEZ CANAL	INDAMATO	Brit. str.	—	Jardine, Matheson & Co.	GIBB, LIVINGSTON & CO.	On 16th August.
NEW YORK VIA SUEZ CANAL	BROLEUCH	Brit. str.	—	Thompson	GIBB, LIVINGSTON & CO.	On 31st inst.
NEW YORK	VERONA	Ger. str.	—	—	CARLOWITZ & CO.	On 31st inst.
NEW YORK VIA SUEZ CANAL	AMERICA	Brit. str.	—	F. P. Bement	SHEWAN TOMES & CO.	On or about 15th August.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.	CANADIAN PACIFIC R.C.	On 6th August, at Noon.
VANCOUVER, VIA SHANGHAI, &c.	TATIAN	Brit. str.	—	E. Beetham, R.N.	CANADIAN PACIFIC R.C.	On 10th September.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TOA MARU	Jap. str.	2 m.	H. Christensen	NIPPON YUSEN KAISHA	To-day, at 4 p.m.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	DUKE OF EDE	Jap. str.	4 m.	J. S. Cox	DODWELL & CO., LIMITED	On 2nd August.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KOA MARU	Jap. str.	—	W. O. Elstrand	NIPPON YUSEN KAISHA	On 11th August.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	REINAWERS	Jan. str.	—	K. Ohno	NIPPON YUSEN KAISHA	On 16th August, at 4 p.m.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	HYADES	Brit. str.	—	—	DODWELL & CO., LIMITED	On 12th September.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	INDRAPURA	Brit. str.	—	Hollingsworth	PORTLAND & ASIATIC S.S. Co.	On 14th August.
PORTLAND, UREDOON	TATIAN	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	To-day.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 2nd August, at Noon.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	—	Schw	GIBB, LIVINGSTON & CO.	On 14th August, at Noon.
MOJI, KOBÉ & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 16th August, at Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ	CHYON	Brit. str.	—	W. Hayward, R.N.	P. & O. S. N. Co.	On or about 11th August.
KOBÉ & YOKOHAMA	HAKATA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 1st August, at Daylight.
KOBÉ & YOKOHAMA	AWA MARU	Jap. str.	—	N. Trenant	NIPPON YUSEN KAISHA	On 15th August, at Daylight.
NAGASAKI & VLADIVOSTOK	KWANGAR	Brit. str.	2 m.	Rebblumund	HAMBURG-AMERIKA LINIE	To-morrow, at Noon.
NAGASAKI & KOBÉ	WIAMPOA	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 31st inst.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	POKESKIN	Freem. str.	—	Chevalier	MESSAGERIES MARITIMES	To-day.
SHANGHAI	CHUSAN	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On or about 27th inst.
TAIPEI, VIA SWATOW & AMOY	DAIJIU MARU	Jap. str.	—	T. Ogata	MIYU BUSSAN KAISHA	On or about 2nd August.
FOOCHOW VIA SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	G. Sakano	MIYU BUSSAN KAISHA	On 3rd August.
ANPING VIA SWATOW & AMOY	MAIZURU MARU	Jap. str.	1 m.	T. Saito	MIYU BUSSAN KAISHA	On 9th August.
SWATOW & TIENTSIN	NANCHANG	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	To-day.
CEBU & ILOILO	KAFONG	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 1st August.
MANILA	DANANTH	Brit. str.	—	R. Bolger	SHEWAN TOMES & CO.	On 1st inst., at 4 p.m.
SINGAPORE, PENANG & BOMBAY	REINAWERS	Jap. str.	—	W. B. Palmer	P. & O. S. N. Co.	On 7th August, at Noon.
SINGAPORE, PENANG & CALCUTTA	PERIS	Brit. str.	—	Parkinson	BUTTERFIELD & SWIRE	On or about 30th inst.
SINGAPORE, COLOMBO & BOMBAY	KIMSANO	Brit. str.	2 m.	E. J. Butler	JARDINE, MATHESON & CO.	To-morrow.
	MUKU MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 15th August, at Noon.

SHIPPING.

ARRIVAL.
July 28, SUIBEE, German str., 782, Johnson, Chief 21st July. General—STERNSEN & Co.

CLEARANCES.
At the Harbour Master's Office.
28th July.
Demone, British ship, for Royal Roads.
Hepet, g. British str., for Swatow.
Lag, g. German str., for Shanghai.
Sulberg, German str., for Canton.

DEPARTURES.
28th July.
None.

VESSELS IN DOCK.
28th July.
AMERICAN DOCK—Chusan, Diamant, Wagon Dock—H.M.S. Wren, Zephyr, Solent, Michael Johnson, Hse, Duke of York, Schen.
COMMERCIAL DOCK—Marie Johnson, Sabine, Zickner, Carl Diederichsen.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOIS-PORTS FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND EUROPEAN PORTS.
LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 29th July, 1902, at 3 p.m., the Company's Steamship "ANNAM" Captain Seller, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES, via Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m., on the 27th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 29th July, 1902.

FOR NAGASAKI & VLADIVOSTOK.

THE Steamship.

"SAVOIA" Captain Rebblumund, will be despatched for the above ports TO-MORROW, the 30th inst., at Noon.

This Steamer has superior accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 24th July, 1902.

OCEAN STEAMSHIP COMPANY.

FOR SINGAPORE.

THE Company's Steamship.

"LAERTES" Captain Parkinson, will be despatched TO-MORROW, the 30th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th July, 1902.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE & BOMBAY.

(In close connection with the Company's accelerated line to Trieste.)

THE Company's Steamship.

"TIROL" Captain von Brodtfeld, will be despatched as above TO-day, the 29th inst., p.m.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 22nd July, 1902.

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"TAIYUAN" leaves on 29th July.

"TSINAN" " " 23rd August.

"CHANGSHA" " " 2nd September.

"CHINGTU" " " 29th.

Superior accommodation, electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE

Agents.

CHINA NAVIGATION CO., LD.

Hongkong, 21st July, 1902.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(Rob. M. Sloan & Co., Hamburg.)

FOR NEW YORK.

THE full-powered Steamship.

"VERONA" Captain Espies, will be despatched for the above port on THURSDAY, the 31st inst.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 29th July, 1902.

"BEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship.

"BENCLEUCH" Captain Thompson, will be despatched as above on THURSDAY, the 31st inst.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 10th July, 1902.

NOT RESPONSIBLE FOR DEBTS.

Notice the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT, contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

Anchor, British ship, S. Amhurst.

Standard Oil Co.

ALLAN, American ship, McKay—Standard Oil Co.

KELAT, British ship, John Hughes—Onyx

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
DUKE OF FIFE	3,821	J. S. Cox	August 2nd
VICTORIA	3,502	J. Panten	August 9th
TACOMA	2,511	A. Dixon	August 23rd
GLENOCIE	3,750	G. E. Warner	September 20th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First-class Table, DOCTOR and STEWARDNESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night.

TACOMA to New York in 4 days. Magnificent scenery of the Rocky and Cascade Mountain ranges. The Yellowstone National Park en route.

HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DRYA and ST. MICHAEL.

Rates of Passage to other points on application.

A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 25th July, 1902.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

R.M. "EMPEROR OF CHINA" Comdr. R. Archibald, R.N., WEDNESDAY, 6th Aug.

R.M. "EMPEROR OF INDIA" Comdr. C. P. Marshall, R.N., WEDNESDAY, 27th Aug.

R.M. "TARTAN" Comdr. E. Beetham, R.N., WEDNESDAY, 10th Sept.

R.M. "EMPEROR OF JAPAN" Comdr. H. Pybus, R.N., WEDNESDAY, 24th Sept.

R.M. "ATHENIAN" Comdr. H. Mowatt, R.N., WEDNESDAY, 8th Oct.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and New, which passengers to Great Britain and the Continent are given choices of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAN" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes fast Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAN" takes First Class and Steerage Passengers only. The rate is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Customs & Excise.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, CALIFORNIA, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN EUROPE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
* KIAUTSCHOU	HAVRE and HAMBURG	THURSDAY 7th August
* BAYERN	HAVRE and HAMBURG	THURSDAY 21st August
* KONIG ALBERT	HAVRE and HAMBURG	THURSDAY 21st August
* PRINZ REGENT IRENE	HAVRE and HAMBURG	THURSDAY 21st August
* PRINZ REGENT LUITPOLD	HAVRE and HAMBURG	THURSDAY 21st August
* HAMBURG	HAVRE and HAMBURG	WEDNESDAY 1st October
* SACHSEN	HAVRE and HAMBURG	WEDNESDAY 12th November
* KARLSRUHE	HAVRE and HAMBURG	WEDNESDAY 28th November
* KIAUTSCHOU	HAVRE and HAMBURG	WEDNESDAY 10th December
* BAYERN	HAVRE and HAMBURG	WEDNESDAY 24th December
* KONIG ALBERT	HAVRE and HAMBURG	WEDNESDAY 7th Jan., 1903
* PRINZESS IRENE	HAVRE and HAMBURG	WEDNESDAY 21st Jan., 1903
* DARMSTADT	HAVRE and HAMBURG	WEDNESDAY 4th Feb., 1903
* PREUSSEN	HAVRE and HAMBURG	WEDNESDAY 18th Feb., 1903
* HAMBURG	HAVRE and HAMBURG	WEDNESDAY 4th Mar., 1903

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	TO	DATE
GLASGOW and LIVERPOOL	"ANTHONY"	On 14th August	
GLASGOW and LIVERPOOL	"DARDANUS"	On 14th August	
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 14th August	
GLASGOW and LIVERPOOL	"PYRRHUS"	On 24th August	
GLASGOW and LIVERPOOL	"DIOMED"	On 24th August	
GLASGOW and LIVERPOOL	"JASON"	On 3rd September	

TO	HOMEWARDS	FROM	DATE
LONDON	"ULYSSES"	On 7th August	
LONDON and ANTWERP	"TELEMACHUS"	On 19th August	
LONDON	"ANTENOR"	On 2nd September	
LIVERPOOL	"DARDANUS"	On 16th September	
LIVERPOOL	"PYRRHUS"	On 20th September	

The S.S. "ANTENOR" left Singapore on the 27th inst., and is expected here on the 1st prox.

BUTTERFIELD & SWIRE,
AGENTS, O. S. S. CO.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	On 29th July
SWATOW and TIENTSIN	"NANCHANG"	On 29th July
NAGASAKI and KOBE	"KANGHAI"	On 29th July
CEBU and ILOILO	"KAIFONG"	On 1st August
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE and ADELAIDE	"TAIYUAN"	On 29th July

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th July, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO	PORTLAND, OREGON		
	TONS.	CAPTAIN	HONGKONG.
"INDRAPURA".....	3,152	Hollingsworth.....	Aug. 14, 1902
"INDRAMAHA".....			Sep. 13, 1902
Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and other Seaside Ports. For through rates of Freight and further information, communicate with the Agents.			

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to—

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 1st March, 1902.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.			
	FOR	STEAMERS	LEAVING
TAMU, VIA SWATOW	{	"DAIJI MARU"	SUNDAY, 3rd
AND AMOY		T. OGATA	August.
TAMU, VIA SWATOW	{	"DAIJI MARU"	SUNDAY, 10th
AND AMOY		T. KIRATO	August.
FOOCHOW, VIA SWATOW	{	"ANPING MARU"	WEDNESDAY, 30th
AND AMOY		G. SAKANO	July.
ANPING, VIA SWATOW	{	"MAIDZURU MARU"	WEDNESDAY, 6th
AND AMOY		T. SAITO	August.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for passengers, and a duly qualified officer is carried.

All Steamers carry the Imperial Japanese Mail, subject to peripolical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamui to land all passengers and cargo.

The Co's new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried. All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's. Steamers will go alongside the Co's Pontoons at the Customs' water-front premises at Tamu to land all passengers and cargo.

OSAKA SHOSHEN KAISHA.

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 29th July, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"VALETTA,"
Captain A. G. Cubitt, M.R.C., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 2nd August, at Noon, taking passengers and cargo for the above ports.
Silk and Valuable cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.
Passengers will be transhipped at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to—
E. A. HEWITT,
Superintendent.

Hongkong, 31st July, 1902.



TOYO KISEN KAISHA,
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA. The Company's well-known Steamship

"ROSETTA MARU,"

Captain Teto, will be despatched for MANILA on THURSDAY, the 18th August, at Noon. Magnificent Accommodation, Comfortable Cabin. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried. For Freight or Passage, apply to—
THE MITSUI BUSSAN KAISHA,
Agents.
Prince's Building, 100, Queen Street, Hongkong, 29th July, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1902

"ATHOLL"	About 5th Aug.
"LENNOX"	14th Aug.
"HEATHBURN"	21st Aug.
"RICHMOND CASTLE"	7th Sept.
"AFRIDI"	20th Sept.
"HILGLEN"	30th Sept.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 24th July, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR TUNIS AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRITISH, to SOUTH AFRICA, RED SEA, BLACK SEA, LEBANON, SYRIA and AFRICAN PORTS.)

THE Company's Steamship

"CHINA,"
Captain Moore, will be despatched as above on SATURDAY, the 16th of August, P.M. This Steamer has Capital Accommodation for Passengers, Electric Light and carries a Doctor. For information as to Passage and Freight apply to—
SANDER WIELER & CO.,
Agents,
Prince's Buildings,
Hongkong, 22nd July, 1902.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL. THE Steamship

"GLEN,"
Captain R. W. White, will be despatched as above on SATURDAY, the 16th August.
For Freight, apply to—
MCGREGOR, BROS. & CO.,
Agents,
Hongkong, 22nd July, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANÇAIS.
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESE,"
Captain Chevalier, will be despatched for the above ports on or about the 27th inst. G. DE CHAMPEAUX, Agent.

Hongkong, 22nd July, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"
Captain Shaw, will be despatched for the above ports on THURSDAY, the 14th August, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stevedore and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to—
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 22nd July, 1902.

UNITED STATES AND CHINA-JAPAN S.S. LINE.

REGULAR MONTHLY SERVICE FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.

THE following Steamers will be despatched as above at monthly intervals, carrying Cargo at current rates:—
PROPOSED SAILINGS FROM HONGKONG.
S.S. "INDRAMAYO" 15th Aug., 1902.
S.S. "INDRANI" 15th Sept., 1902.
S.S. "INDRAWADI" Oct., 1902.
For Freight and further information, apply to—
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 22nd July, 1902.

BOSTON STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA MOJI, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO

Steamship	Tons	Sailing
"HYADES"	3,753	12th September
"LYRA"	4,200	4th October
"SHAWMUT"	3,806	23rd October
"TREMONT"	3,806	17th December

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For Rates of Freight and further information, apply to—
DODWELL & CO., LTD.,
General Agents.

Hongkong, 21st July, 1902.

CHUNG NGOI SAN PO.

(Chinese Daily Press),
PUBLISHED DAILY.

is the oldest and still immeasurably the best medium for Advertising among the Chinese Community.

Established for nearly Forty Years circulates largely throughout Southern China, Indo-China, &c.

Terms for Advertising (Translations free) can be obtained at the Office, 14, Des Voeux Road Central, Hongkong, 131, Fleet Street, London; or from the different Agents.

Documents translated from or into Classic or Colloquial Chinese.

NOTICE TO CONSIGNEES.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "AFRIDI" FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 24th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 2nd August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 24th July, 1902.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. To-day, the 23rd inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 30th July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 29th July, at 9.30 A.M., and THURSDAY, the 31st July, at 9.30 A.M.

All Claims must reach us before the 5th August, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELBOURNE & CO., Agents.

Hongkong, 23rd July, 1902.

"HARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "HILGLEN" FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 1st August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 23rd July, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer CANTON, FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 p.m. To-day, the 25th inst.

Goods not cleared by the 31st inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 A.M. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognized.

E. A. HEWITT, Superintendent.

Hongkong, 25th July, 1902.

HONGKONG STEAMERS.

Amoy, German str., 663, Flammbeck, July 26, Sander, Weller & Co.

Annam, French str., 3,446, Sellier, July 27, Messageries Maritimes.

Amoy, German str., 1,058, Sudzinski, July 26, Mitsui Bussan Kaisha.

Argo, Norwegian str., 1,204, Melberg, July 23, Sander, Weller & Co.

Batavia, German str., 1,373, Baekmann, July 15, East, Sander & Co.

Braemar, British str., 3,216, Watt, July 11, Dodwell & Co., Limited.

Buen Via, American str., 275, Ross, July 8, Order.

Carl Dietrichson, German str., 774, Bondixen, July 24, Jensen & Co.

Catherine, British str., 2,737, Belson, July 27, D. Sander & Co., Ltd.

Chi-yun, Chinese str., 1,211, Slesman, July 24, Chinese.

Chansung, British str., 1,413, Arthur, July 22, Jardine, Matheson & Co.

Crown of Arragon, British str., 1,474, Dorward, May 13, Gilman & Co.

Decima, German str., 794, Schalkier, July 18, Sander, Weller & Co.

Diamant, British str., 1,254, Roger, July 21, Shevan, Toome & Co.

Duke of Fife, British str., 2,416, Cox, July 19, Dodwell & Co., Limited.

Gaelic, British str., 4,206, Finch, July 20, G. & O. S. N. Co.

Hipsang, British str., 1,040, Selby, July 19, Jardine, Matheson & Co.

Hongkong, German str., 6,152, Filmer, July 23, Toyo Kisen Kaisha.

Hue, French steamer, 704, Godman, July 23, A. R. Marty.

Kaifong, British str., 1,041, Peanefather, July 26, Butterfield & Swire.

Kunming, British str., 2,070, Baller, July 13, Jardine, Matheson & Co.

Levi, Norwegian str., 770, Borge, July 24, Sander, Weller & Co.

Lohang, British steamer, 979, Leask, July 17, Jardine, Matheson & Co.

Lyons, German steamer, 1,233, Lehmann, July 21, Siemens & Co.

Maria, German str., 1,771, Hommet, July 22, Jensen & Co.

MAILING VESSELS.

Adolph, Obig, Amr. str., 1,000, Amesbury, May 30, Standard Oil Co.

Atlas, American ship, 1,352, McKay, July 14, Standard Oil Co.

Comet, British barque, 3,000, Davis, April 28, Chinese.

Dynamics, British ship, 1,899, Snodden, June 10, Government.

Grosvener, British barque, 513, Boga, June 13, Order.

Kelst, British ship, 1,822, Hughes, July 23, Order.

Kriemhild, Norw. ship, 895, Jensen, June 13, Sander, Weller & Co.

Leicester Castle, British ship, 2,003, Peattie, Mar. 4, Standard Oil Co.

Lyderhorn, British barque, 2,368, Williams, June 23, Admiralty.

Vale of Doon, Swedish barque, 680, Petersen, July 1, Sander, Weller & Co.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, dispatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Erskine, at Shanghai.

Albion, battleship, 12,950 tons, 16 guns, Capt. C. G. F. M. Cradock, at Shanghai.

Argonaut, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. S. Starin, at Nagasaki.

Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., Japan.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, O.M.G., at Nagasaki.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. M. Leake, at Taku.

Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. M. Leake, at Taku.

Crocy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. H. M. Tudor, at Weihaiwei.

Belgic, cruiser, 5,600 tons, 11 guns, Captain Stokes, at Hongkong.

Belgic, gunboat, 383 tons, 3 guns, 200 h.p., Lieut.-Comdr. W. F. Blunt, at Shanghai.

Esperanza, gunboat, 1,070 tons, 10 guns, Captain Barton, at Nagasaki.

Fame, torpedo-boat destroyer, 330 tons, 6 guns, 5,700 h.p., at Shanghai.

Fearless, cruiser, 440 tons, 12 guns, Capt. J. R. G. Ham, at Hongkong.

Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Lieut.-Comdr. C. P. Beatty, at Nagasaki.

Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain W. A. Carter, at Weihaiwei.

Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Weihaiwei.

Handy, torpedo-boat destroyer, 200 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. G. C. Hardy, at Weihaiwei.

Hart, torpedo-boat destroyer, 200 tons, 6 guns, 4,000 h.p., at Weihaiwei.

